

Lakeland Linder Regional Airport
Minimum Standards
User Survey
COMPILED DATA SYNOPSIS – 10/20/2009

There were a total of 16 Responses.

- **Question # 1** asked if additional commercial activities, not currently included in the Minimum Standards, should be permitted or addressed. Four (4) respondents replied YES and twelve (12) replied NO. It was noted that current minimum standards require a sizeable investment and that there was no provision to allow smaller independent operators or for small businesses to grow. Half of the respondents had a personal interest in operating a SASO, FBO or other commercial business on the field.
- **Question # 2** asked if independent commercial operators should be allowed. The responses were split 50/50. Half of the respondents answered that independent operators should be allowed. Examples given included operators who provide specialized services, services not available on the field, or services such as avionics installation or annual inspections for the general aviation fleet. The other half of respondents answered that independent operators should not be allowed.
- **Question # 3** asked if other activities on the airfield should be prohibited. The responses were split 50/50. Half of the respondents answered that activities that would interfere with the safety and security of the Airport should be expressly prohibited. Examples given included crop dusting, banner towing, barnstorming, and sky diving. The other half of respondents answered that there were not additional commercial aeronautical activities which they believe the City should address or prohibit.
- **Question # 4** addressed the reasonableness of the standards and asked if any of the standards should be adjusted. The responses were split with slightly more, nine (9), responding that the standards should be adjusted and seven (7) responding that the standards should not be adjusted. Most respondents, ten (10) did not believe that the airport should require additional standards, however it was suggested that insurance requirements could be useful. The overwhelming majority of comments suggested that the current minimum standards are too restrictive and that the airport should decrease current standards to allow for entry of small business operators, promote competition and attract new business. Comments reflected concerns with the economy, the changing aviation environment, and current market trends.
- **Question # 5** asked if it was unnecessarily hard to operate at the airport. Again the responses were split with six (6) of the respondents answering YES and eight (8) NO. Those that responded that it is difficult to operate noted high requirements for acreage, square footage for office space and standards for FBO's and Light Sport provisions that are too high for a start up business.

- **Question # 6** was a 4 part question which addressed clarifying non-commercial activities such as subleasing hangar space to another aircraft owner, conducting commercial operations from a non-commercial hangar and conducting self-fueling and self-service fueling. The NO responses, which reflected the desire not to clarify the minimum standards, were slightly higher than YES responses.
- **Question # 7** asked if the City should develop procedural requirements for applications to become a commercial operator. Five (5) responded YES and nine (9) responded NO. Comments noted that applications should be reviewed on a case by case basis, suggested review by the advisory board, the use of simple protocol or procedures, standardizing lease rates and ensuring a reasonable response time from Airport Management.
- **Question # 8** allowed the respondent to address additional concerns. Suggestions included recognizing that LAL is known as a haven for sport and recreational flying and the need to continue to promote and serve this segment of General Aviation; ensuring that consumers of aviation services are represented on the advisory board; becoming a more user friendly Airport and finding ways to get it done; using minimum standards a stepping stone for small businesses and removing the stumbling blocks and barriers to competition; creating a general aviation friendly environment which is also small business friendly; becoming an incubator for small businesses by using shared facilities and ensuring that FBO services are conducted safely and that auto fuel is available.